

Republic Democratic Popular Of Algeria

Ministry Of Transport

E T F I M Mostaganem

Long Term Training

Section : Patron Of The Coast Navigation (P N C)

Module: English

Teacher: Mrs Douar Rym

Maritime English

Lesson N°04



Lesson Four:

1/Introduction to S M C P

2/External Communication Phrases

3/Distress Traffic

4/Watching and Listening to Marine English CD to help students to improve their pronunciation and to assist safety of navigation.

N.B : Do not read all the Marine English CD you read just the first lesson

General

1-Letters

2-Numbers and Digits

3-Message Markers

4-Position

5-Distress Communication:

***A-Fire,explosion**

***b-Flooding**

***c-Collision**

***5-Grounding**

***6-List , danger of capsizing**

***7-Sinking**

***8-Disabled and adrift**

***9-Armed attack /piracy**

***10-Undesignated distress**

***11-Abandoning vessel**

***12-Person overboard**



INTRODUCTION TO SMCP IN MARITIME ENGLISH

It is said that 80% of sea accidents are caused by errors in human communication rather than by technological matters because the vessel crews speak many different languages. This fact seems to have urged the IMO (International Maritime Organization) to provide a special means of communication for navigation safety. SMCP, which is short for Standard Marine Communication Phrases, have been created for this purpose. These unique expressions consist of various navigational communication phrases recommended to be used for both External and On Board Communication. The uniqueness of SMCP is also shown by uncommon spelling and special use of message markers. Principles underlying SMCP have also been provided to facilitate learning and understanding.

English is the working language of the seas and effective communication is vital in ensuring safe and successful operations at sea.

Poor communication is the root cause of accidents within the shipping industry. English may not be spoken fluently between all members of a mixed nationality crew or between ship and shore: Standard Marine Communication Phrases (SMCP) is a set of key phrases developed by the IMO to support non-native speakers of English. SMCP aims to improve:

- external communication phrases used in ship to ship and ship to shore communications.
- internal communication phrases used on board the ship.

SMCP is a mandatory part of the STCW Convention. Seafarers of all nationalities must know what these phrases mean, when they should be used and how they are to be pronounced. You are required to know these phrases instinctively and immediately when needed.

Transmission of DSC Distress Alert

A distress alert should be transmitted if, in the opinion of the Master, the ship or a person is in distress and requires immediate assistance.

A DSC distress alert should as far as possible include the ship's last known position and the time (in UTC) when it was valid. The position and the time may be included automatically by the ship's navigational equipment or may be inserted manually.

The DSC distress alert is transmitted as follows:

1. tune the transmitter to the DSC distress channel (2 187.5 kHz on MF, channel 70 on VHF)
2. if time permits, key in or select on the DSC equipment keyboard
 - the nature of distress,
 - the ship's last known position (latitude and longitude),

- the time (in UTC) the position was valid,
- type of subsequent distress communication (telephony),

in accordance with the DSC equipment manufacturer's instructions;

3. transmit the DSC distress alert

Actions on Receipt of a Distress Alert

Ships receiving a DSC distress alert from another ship should normally not acknowledge the alert by DSC since acknowledgment of a DSC distress alert by use of DSC is normally made by coast stations only.

Only if no other station seems to have received the DSC distress alert, and the transmission of the DSC distress alert continues, the ship should acknowledge the DSC distress alert by use of DSC to terminate the call. The ship should then, in addition, inform a coast station or a coast earth station by any practicable means.

Ships receiving a DSC distress alert from another ship should also defer the acknowledgment of the distress alert by radiotelephony for a short interval, if the ship is within an area covered by one or more coast stations, in order to give the coast station time to acknowledge the DSC distress alert first.

Distress Traffic

On receipt of a DSC distress acknowledgment the ship in distress should commence the distress traffic by radiotelephony on the distress traffic frequency (2182 kHz on MF, channel 16 on VHF) as follows:

1. "MAYDAY",
2. "this is",
3. the 9-digit identity and the call sign or other identification of the ship,
4. the ship's position in latitude and longitude or other reference to a known geographical location,
5. the nature of distress and assistance wanted,
6. any other information which might facilitate the rescue.